

**FINAL MEETING MINUTES**  
**MARICOPA ASSOCIATION OF GOVERNMENTS**  
**TRANSIT COMMITTEE**

May 14, 2015

Maricopa Association of Governments; Ironwood Room;  
302 N. 1<sup>st</sup> Avenue, Suite 200  
Phoenix, Arizona

**MEMBERS ATTENDING**

ADOT: Jaclyn Meli  
Avondale: Kristen Sexton, Vice Chair  
#Buckeye: Andrea Marquez  
Chandler: Dan Cook for RJ Zeder  
El Mirage: Jose Macias  
Gilbert: Kristin Myers  
Glendale: Kevin Link for Debbie Albert  
Goodyear: Cato Esquivel  
\*Maricopa: David Maestas  
Maricopa County DOT: Suparna Dasgupta  
Mesa: Jodi Sorrell

\*Paradise Valley: Jeremy Knapp  
Peoria: Stuart Kent  
Phoenix: Maria Hyatt, Chair  
Queen Creek: Mohamed Youssef  
Scottsdale: Ratna Korapella for Madeline  
Clemann  
Surprise: Martin Lucero  
Tempe: Mike Nevarez for Robert Yabes  
\*Tolleson: Chris Hagen  
Valley Metro: Abhi Dayal for Wulf Grote  
#Youngtown: Grant Anderson

\*Members neither present nor represented by proxy    + - Attended by Videoconference  
# - Attended by Audioconference

**OTHERS PRESENT**

Marc Pearsall, MAG  
Teri Kennedy, MAG  
DeDe Gaisthea, MAG  
Alex Oreschak, MAG  
Margaret Boone, MAG

Jeff Martin, Chandler/Mesa  
Ken Kessler, Phoenix  
Susan Conklu, Scottsdale  
Mercedes McPherson, Scottsdale  
David Kohlbeck, Surprise  
Abhishek Dayal, Valley Metro  
Paul Hodgins, Valley Metro  
Deron Lozano, AECOM  
Maria Pryce, Foothills Caring Corps.

### 1. Call to Order

The meeting was called to order at 10:01 a.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that two members were joining the meeting by teleconference: Andrea Marquez of Buckeye, and Grant Anderson of Youngtown. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

### 2. Approval of Draft April 9, 2015 Meeting Minutes

Chair Hyatt inquired if there were any comments or corrections to the Draft April 9, 2015 Minutes. Hearing no further comments, she called for a motion on the Draft April 9, 2015 Minutes. Vice Chair Kristen Sexton moved to approve the motion, Cato Esquivel of Goodyear seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

### 3. Call to the Audience

Chair Hyatt stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

### 4. Transit Program Manager's Report

Chair Hyatt invited Marc Pearsall of MAG to brief the Committee with the Transit Program Manager's Report.

Mr. Pearsall said that he had several items to report on for the Staff Report. He explained that there was no word regarding the status of Congress' new Transportation Authorization Bill, the 2015 Grow America Act. The \$478 billion bill for highway, transit, freight and TIGER programs was sent to Congress on March 30th by the DOT, but no action had been taken. The funding authority for transportation expires on May 31st, so a short two or seven month Continuing Resolution would need to be passed to keep things running in lieu of a preferred, full 6-year plan. He also referenced the ADOT Statewide Safety Improvement Program (HSIP), and MAG would issue a call for projects this week, based on ADOT's call for projects from last week. MAG's Sarath Joshua is the lead.

The CMAQ Call For Projects for Bike-Ped, ITS, paving of unpaved dirt roads and transportation alternatives and sweepers (1 year only) would be released in August, for the years 2018-19-20. He stated that the amendment to the Regional Programming Guidelines for Federal Transit Formula Funds PM/Ops/Complimentary ADA would be approved by RC on May 27. Project Changes Amendment and Administrative Modification to the FY 2014-2018 MAG TIP, and as appropriate, to the 2035 Regional - Transportation Plan would also be approved by RC on May 27 as well. Mr. Pearsall concluded by welcoming new TC member Jaclyn Meli of ADOT. Chair Hyatt thanked Mr. Pearsall and asked if there were further questions or comments regarding the agenda item.

## 5. City of Scottsdale Crosscut Canal Project Scope Change and Funding Administration Modification

Ms. Teri Kennedy of MAG presented on the agenda item, the City of Scottsdale Crosscut Canal Project scope change and funding administration modification. She added that the item was on the agenda for information, discussion, and recommended approval. She then referred the members to attachment #1 from the agenda and her presentation for overview and reference.

She began with a brief overview of the City of Scottsdale Crosscut Canal Project Scope Change and funding administration modification, which featured the provision to replace FHWA funds with FTA funds. The maps also showed a variety of images. The pink color was for the bridge and path in the original scope. The red color was for an alley connection from original scope, which was no longer being used. The orange was designated for a new alley connection within the updated scope.

She noted that there was no change in funding from TAP to CMAQ – flex (transit), and that there was no change in the total federal funding amount. She concluded and reiterated that the item was for information, discussion, and possible recommended approval of the project scope modification and the provision to replace FHWA funds with FTA funds.

Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Brief clarifying comments were made by Susan Conklu of Scottsdale and Teri Kennedy. Kristin Myers of Gilbert inquired if there would be an ability to tap into the closeout account, but Ms. Kennedy replied only if there was funding available.

Chair Hyatt thanked the members and hearing no further comments or amendments, she called for a motion. Kristin Myers moved to approve the motion, Mohamed Youssef seconded and the motion passed unanimously.

She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

## 6. Fiscal Year 2015 Draft Program of Projects (POP) and Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan

Teri Kennedy of MAG continued and presented on the agenda item. She advised that the item was a followup from the previous months' meeting and was on the agenda information, discussion, and recommended approval of the current programming proposal.

She began by noting that there had been some updates since the April 8, 2015 MAG Transit Committee approval. For instance, the Laveen Park-and-Ride total estimated design costs had decreased from \$405,968/\$93,202 to \$220,000/\$55,000 as per Federal/Regional (PHX14-107T/PHX13-909T). She explained further that partial funding was in an existing grant for the Laveen P&R, where the estimated construction cost had decreased from \$2,951,760/\$737,940

to \$2,800,710/\$169,290 Federal/Regional (PHX15-101T). The Laveen P&R right-of-way costs were deleted (PHX14-108T). She concluded by adding that it was based on a preliminary cost estimate, and that the amount may be adjusted based on actual costs, if needed.

Ms. Kennedy then explained the recommendations with the following provisions: If the final apportionment was above the currently programmed levels, funds would be utilized to “advance” future TLCP replacement bus purchase projects at the maximum allowable federal match. The balance of funds that cannot be programmed at the maximum allowable federal match for whole TLCP buses would then be programmed to Preventive Maintenance/Complementary ADA, per the approved methodology. She then referenced: Section 300, the Transportation Programming Priorities, which stipulated funding preventive maintenance(PM) and operations. PM funding for the Phoenix-Mesa-Glendale UZA would be distributed based on approved methodology outlined in Section 400. The baseline funding would be 25% of 5307 funds. The Avondale/Goodyear UZA would receive operations funding in line with 2012 for the FY TIP years 2014-2018.

She further referenced Section 400, Preventive Maintenance Distribution Methodology for 5307 Formula Funds. This section designated eligible operators are public entities that operate fixed route bus service with 100 or fewer buses in maximum peak hour service, and that operate transit service in a large urbanized area. Section 5307 (49 U.S.C. § 5307), up to 10% of an area's apportionment may be used for complementary ADA paratransit service costs. She completed her report.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. Mr. Kent inquired of the scenario if the region did not get a full apportionment for the year. Ms. Kennedy replied that the Laveen P&R would be bid with the South Mountain Freeway, which lowered the cost of P&R and created \$610k in regional savings. The FTA/South Mountain issue depended on design build, coupled with its official clearance in October. The P&R would open in 2018-19, but if the freeway was deferred by the FHWA or courts, then Phoenix would choose to defer P&R funding and release the bid in Oct, followed by a January 2016 reprogram. The 2016 bus acquisitions would also be utilized with a full apportionment, but that Phoenix needed all grants by June. Mr. Lucero asked if advancing bus purchases would it be an issue with a match. Ms. Kennedy explained that Phoenix advanced purchases for buses and vans. Chair Hyatt thanked the members and hearing no further comments or amendments, she called for a motion. Stuart Kent moved to approve the motion, Dan Cook seconded and the motion passed unanimously.

She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

#### 7. FY 2015 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program Recommendations for the Phoenix-Mesa Urbanized Area.

DeDe Gaisthea of MAG presented on the item and noted that it was on the agenda for action. She advised that the item recommended approval of the priority listing of applicants for the FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA priority listing. It would be forwarded to the City of Phoenix Public Transit Department based on final apportionments, and the projects would be funded based

on the rank order. Approval of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 Regional Transportation Plan based the final apportionments.

She explained that the FTA Section 5310, Enhance Mobility of Seniors and Individuals with Disabilities, program overview. She stated that the FTA Section 5310 grant program made funding available for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors (aged 65 and over) and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. The premise stemmed from an FTA perspective was that “it was not sufficient that seniors and individuals with disabilities were merely included (or assumed to be included) among the people who will benefit from the project” (FTA C 9070.1G, pg. III-9).

Ms. Gaisthea continued by previewing the MAG Section 5310 Phoenix-Mesa Urbanized Area application process. It was estimated that the full funding apportionment would be \$2.9 million. However, the MAG region received 41 applications from 28 agencies totaling approximately \$4.9 million in requests. The MAG Elderly and Persons with Disabilities Ad Hoc Committee conducted applications evaluations (utilizing six criteria; agency information, experience and capabilities, project description, coordination efforts, budget, and supporting documents), from there the MAG EPWDT Ad-Hoc Committee conducted applicant interviews and developed a priority listing.

The priority listing consideration that FTA required was not less than 55 percent of apportionment for traditional capital projects; mobility management, vehicles, and equipment. The mobility management requests received top priority-projects and a strategy was outlined in the MAG Human Services Coordination Transportation Plan. This provided sub-regional coordination capital and equipment requests for up to two vehicles per agency as well as equipment (based on rank order until, not less than, 55 percent funding apportionment was met, currently still estimated for full year). She continued by adding that up to 45 percent for New Freedom eligible projects and administration for NF eligible requests must meet the intent of the program, and up to \$125,000 based on rank order until funding apportionment were met (including eight percent administration). The MAG EPWDT Ad Hoc Committee upon final evaluation of projects determined one New Freedom project not recommended for funding due to it being a duplicate funding request.

Ms. Gaisthea again stated that the item was on the agenda for action: Recommend approval of the priority listing of applicants for the FY 2015 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the Phoenix/Mesa UZA priority listing to be forwarded to the City of Phoenix Public Transit Department based on final apportionments, the projects would be funded based on the rank order. And approval of the associated amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program and as appropriate to the 2035 Regional Transportation Plan based the final apportionments. She completed her presentation.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. She explained that the elderly ad hoc just approved the funding and Mr. Cook asked if it was for the year 2015. Ms. DeDe Gaisthea replied that the agencies had one year from time of

notice to spend the funds. Ms. Myers noted that she appreciated the efforts that MAG undertook with a helpful baseline salary average review for the Mobility Managers, as well as the overall efforts of the Mobility Managers themselves.

Chair Hyatt thanked the members and hearing no further comments or amendments, she called for a motion. Kristin Myers moved to approve the motion, Ratna Korapella seconded and the motion passed unanimously. She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

#### 8. Status of Funding Commitment for the Tempe Streetcar Project

Marc Pearsall of MAG presented on the Tempe Streetcar Project update item and noted that it was on the agenda for information, discussion, and possible approval.

He began by referring to the brief presentation and explained the status of funding commitment for the Tempe Streetcar Project as well as the new revised Locally Preferred Alignment (LPA) of 3 miles. The new project cost was revised with an increase of \$23 million. Mr. Mike Nevarez of Tempe noted that Tempe had secured all but 5% of this additional money from local sources, but expected the full amount by the May 21 deadline. With the current schedule, the new LPA would be presenting to Valley METRO Rail Board on May 21, 2015, where they would approve the Transit Life Cycle Program (Rail Section) that included financial plans. In June 2015, the MAG Management, TPC. & Regional Council would hear, recommend and approve the RTP/TIP Amendments and Air Quality Conformity Analysis. It was also estimated that in September 2015, Valley Metro would work with the Federal Transit Administration to submit a Small Starts Grant Application on behalf of Tempe. Mr. Pearsall completed his presentation and noted that he and Tempe Transit Manager Mike Nevarez and Abhi Dayal of Valley Metro were available for questions.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. A brief discussion about the status of the funding prior to the May 21<sup>st</sup> deadline included Chair Hyatt, Mr. Pearsall, Mr. Nevarez, Mr. Lucero, and Mr. Kent. Ms. Kennedy noted that if the funding was not secured prior to the deadline, then the Streetcar Project would be removed from the pending priority TIP listing and deferred to another future TIP.

Chair Hyatt thanked the members and hearing no further comments or amendments, she asked if there was need for a motion. The consensus by the Committee was that the item was for information and discussion only. She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

#### 9. \$32.4 Million Loan from the Transit Life Cycle Program to the Gilbert Road Extension Rail Project/Arterial Life Cycle Program and Amendment to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan

Ms. Teri Kennedy of MAG returned and presented on the agenda item. She added that it was on the agenda for information, discussion, and approval. It was a loan of \$32.4 million in unobligated CMAQ funds from projects that currently were experiencing delays or scope modifications, to Main Street from Mesa Drive to Gilbert Rd (Gilbert Road Extension LRT) to be repaid in FY 2019-2024.

She summarized that this was a part of CMAQ programming for transit projects and programming goals for transit in the MAG Region. CMAQ-eligible projects compete for additional funding on a nationwide basis, and the policy ensures that all federal funding are programmed and awarded through grants annually. The goal of any region was to have plans and priorities in place, ready to apply when the grants become available. She then noted goals of the program were to solve funding matters, scheduling delays and deferrals within each program, while monitoring project schedules and costs. The loan keeps programs whole, while ensuring that planning has time for evaluation and proper delivery of projects. The program also must give adequate time for project planning and development to have the best solutions identified. This was also a part of the goal to reduce the 'fire sale mentality' off avoiding getting backed up against the deadline of using or losing funding. She stated that this was the process for flexing annual federal funding, and until the Federal Authorization occurs, the funds at risk were \$39 million.

She then continued by describing CMAQ funded projects and related rail projects. She explained a summary of changes, based on the current schedule, and stated that Gilbert Road LRT was ready to proceed with full funding committed. She added that work schedules included cash flow for the Scottsdale interim bus project, Capital I-10 West, NW Extension (Metrocenter), and the Laveen P&R, with updates and commitments for the proposed programming in the TIP and RTP as appropriate. For the Tempe Streetcar Project: the FTA Small Starts federal funding would be applied for, if Tempe committed to the identified local shortage. TIP listings would be available for the MAG TRC May meeting, with \$32.4 million advanced to Gilbert LRT. The savings from the Scottsdale LINK and Laved P&R will be addressed with the Short Range Transit Program, available for programming FY2016-2017.

She again stated that the item was for information, discussion, and recommend approval of the programming presented, including a \$32.4 Million Loan from the Transit Life Cycle Program to the Gilbert Road Extension Rail Project/Arterial Life Cycle Program, to be repaid in Fiscal Years 2019 through 2024, and approval of amendments to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. Some clarification was requested on how CMAQ is flexed and repaid. Ms. Kennedy also offered further explanation of the ALCP, the RTP, the TLCP and loan processes. Mr. Abhi Dayal of Valley Metro explained some impacts to the TLCP and the Valley Metro rail program. Ms. Sorrell, Mr. Esquivel and Mr. Lucero briefly commented on the CMAQ financial process and its implications on the region.

Chair Hyatt thanked the members and hearing no further comments or amendments, she called for a motion. Dan Cook moved to approve the motion, Mohamed Youssef seconded and the motion passed unanimously. She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

## 10. South Central Project – Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Central Avenue: Washington/Jefferson to Baseline Road.

Marc Pearsall of MAG returned and presented on the South Central Project item. He noted that the item was on the agenda for information, discussion and possible action for approval of the proposed major amendment to the Regional Transportation Plan(RTP) to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

He continued by summarizing the LPA and proposed Major Amendment (MA) for South Central LRT. He stated that the MA process featured a proposed amendment to the RTP and that the qualifying event triggering the MA had transpired in accordance with A.R.S. 28-6301, which stated that ‘the addition or deletion of... a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.’

He then referred to the presentation which outlined future high capacity transit systems(map), and the Alternatives Analysis for South Central corridor, which was initiated in 2012. The purpose was to develop a recommendation for high capacity transit improvements in the study area of South Central Phoenix from downtown to Dobbins Road, along with a review of mode, alignment, station locations and street configuration. The reference maps for the study area were about 6 miles in length from north to south, with a width of about one mile on either side of the corridor. The Locally Preferred Alternative (LPA) recommends the Light Rail mode on Central and 1st Avenues. Agency actions were required between December 2013 through Summer 2015.

Mr. Pearsall then reviewed the project cost estimate, with total capital cost est: \$680M (YOES\$), along with the Phoenix transit tax contribution, and possible federal discretionary funds. There would be no regional PTF allocated to this corridor, and annual operating costs would equal \$16 million (2034\$), with funding coming from Phoenix transit tax, farebox recovery and a planned opening for 2034. The RTP Major Amendment process was outlined in the Next Steps slide, beginning in September 2014 through June 2015. The following agency approval and sequence was required for this MA process over that duration: Maricopa County Board of Supervisors, RPTA, State Transportation Board, CTOC, MAG Transportation Review Committee, MAG Management, TPC & Regional Council, MAG Transit Committee, Transportation Review Committee, MAG Management, Transportation Policy Committee and finally Regional Council.

Mr. Pearsall completed his presentation and noted that the item was on the agenda for information, discussion and possible action: Approval of the proposed major amendment to the Regional Transportation Plan to add a five (5) mile light rail transit (LRT) extension on Central Avenue: Washington/Jefferson to Baseline Road and that the Regional Transportation Plan be amended subject to the necessary air quality conformity analysis.

Chair Hyatt thanked the members and asked if there were any questions or comments regarding the agenda item. Mr. Cook asked for brief clarification on the Table 10.2 revisions section. Chair Hyatt thanked the members and hearing no further comments or amendments, she called for a motion. Dan Cook moved to approve the motion, Ratna Korapella seconded and the motion passed unanimously. She thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.



#### 11. Job Access and Reverse Commute Reimbursement

Teri Kennedy of MAG returned and presented on the agenda item. She noted it was on the agenda for information, discussion, and approval of the notification which requests reimbursements for JARC expenses incurred through June 30, 2015 to be submitted to the DR, City of Phoenix Public Transit Division by July 8, 2015. Ms. Kennedy and Chair Hyatt noted that no action was needed on the item as it was intended for information only at the request of stakeholders.

Chair Hyatt thanked the members and asked if there were any further questions or comments regarding the agenda item. Hearing none she proceeded to the next item on the agenda.

#### 12. Request for Future Agenda Items

Chair Hyatt asked the members of the Committee if there were any issues that they would like added as future agenda items. Ms. Korapella of Scottsdale requested that the Committee have a 5310 grant program discussion at a future meeting. She added that there is a need to streamline the evaluation and selection process. Chair Hyatt thanked the members and hearing no further comments, she proceeded to the next item on the agenda.

#### 13. Next Meeting Date

Chair Hyatt thanked those present and announced that the next meeting of the MAG Transit Committee would be held on Thursday, June 11, 2015 at 10:00 a.m. in the MAG Ironwood Room. There being no further business, Chair Hyatt adjourned the meeting at 11:15 a.m.